A NEW POEM BY SWINBURNE.

THE COMPLAINT OF MONNA LISA. DECAMERON.

There is no woman living that draws breath So sad as I, though all things sadden her, There is not one upon life's weariest way Who is weary as I am weary of all but death. Forward when I look as looks the sunflower All day with all his whole soul toward the sun: While in the sun's sight I make moan all day And all night on my sleepless maiden bed Weep and call out on death, O love, and thee That thou or he would take me to the dead. And know not what thing evil I have done That life should lay such heavy hand on me. Alas, Love, what is this thou wouldst with

What honor shalt thou have to quench my breath,

Or what shall my heart broken profit thee? O Love, O great god Love, what have I done. That thou shouldst hunger so after my death My heart is harmless as my life's first day: Seek out some false fair woman, and plague

Till her tears even as my tears fill her bed: I am the least flower in thy flowery way, But till my time be come that I be dead Let me live out my flower-time in the sun Though my leaves shut before the sunflower. O Love, Love, Love, the kingly sunflower! Shall he the sun hath looked on look on me, That live down here in shade, out of the sun, Here living in the sorrow and shadow of

death? Shall he that feeds his heart full of the day Care to give mine eyes light, or my lips breath?

Because she loves him shall my lord love her Who is a worm in my lord's kingly way? I shall not see him or know him alive or dead: But thou, I know thee, O Love, and pray to

thee That in brief while my brief life-days be done. And the worm quickly make my marriage-

bed. For underground there is no sleepless bed, But here since I beheld my sunflower These eyes have slept not, seeing all night

and day His sun-like eyes, and face fronting the sun. Wherefore if anywhere be any death, I would fain find and fold him fast to me, That I may sleep with the world's eldest dead, With her that died seven centuries since, and

her That went last night down the night-wandering way. For this is sleep indeed, when labor is done,

Without love, without dreams, and without breath. And without thought, O name unnamed! of thee.

O, but forgetting all things, shall I thee? • Wilt thou not be as now about my bed There underground as here before the sun? Shall not thy vision vex me alive and dead. Thy moving vision without form or breath I read long since the bitter tale of her Who read the tale of Launcelot on a day, And died, and had no quiet after death, But was moved ever along a weary way, Lost with her love in the underworld; ah me, O my king, O my lordly sunflower, Would God to me too such a thing were done! But if such sweet and bitter things be done, Then, flying from life, I shall not fly from

For in that living world without a sun Thy vision will lay hold upon me dead, And meet and mock me, and mar my peace in death.

Yet if, being wroth, God had such pity on her, Who was a sinner and foolish in her day. That even in hell they twain should breathe

one breath. Why should he not in somewise pity me? So if I sleep not in my soft strait bed I may look up and see my sunflower As he the sun in some divine strange way. O poor my heart, well knowest thou in what

way This sore sweet evil unto us was done. For on a holy and a heavy day I was arisen out of my still small bed To see the knights tilt, and one said to me

"The king," and seeing him, somewhat stopped my breath, And if the girl spake more, I heard not her, For only I saw what I shall see when dead, A kingly flower of knights, a sunflower, That shows against the sunlight like the sun, And like a fire, O heart, consuming thee, The fire of love that lights the pyre of death. Howbeit, I shall not die an evil death Who have loved in such a sad and sinless

That this my love, lord, was no shame thee.

So when mine eyes are shut against the sun, O my soul's sun, O the world's sunflower, Thou nor no man will quite despise me dead. And dying I pray with all my low last breath That thy whole life may be as was that day, That feast-day that made troth-plight death

Giving the world light of thy great deeds And that fair face brightening thy bridal bed

That God be good as God hath been to her. That all things goodly and glad remain with

All things that make glad life and goodly death: That as a bee sucks from a sunflower Honey, when summer draws delighted breath, Her soul may drink of thy soul in like way, And love make life a fruitful marriage-bed.

Where day may bring forth fruits of joy to day, And night to night till days and nights be dead. And as she gives light of her love to thee.

Give thou to her the old glery of days long And either give some heat of light to me,

To warm me where I sleep without the sun. O sunflower made drunken with the sun, O knight whose lady's heart draws thine to

Great king, glad lover, I have a word to thee. There is a weed lives out of the sun's way, Hid from the heat deep in the meadow's bed, That swoons and whitens at the wind's least

A flower star-shaped, that all a summer day Will gaze her soul out on the sunflower For very love till twilight finds her dead. But the great sunflower heeds not her poor

Knows not when all her loving live is done: And so much knows my lord the king of me.

Aye, all day long he has no eye for me; With golden eye following the golden sun From rose-colored to purple-pillowed bed, From birthplace to the flame-lit place of

So mine eye follows thee, my sunflower, So the white star-flower turns and yearns to

The sick weak weed, not well alive or dead,

Trod underfoot if any pass by her, Pale, without color of summer or summer breath

In the shrunk shuddering petals, that have done No work but love, and die before the day. But thou, to-day, to-morrow, and every day. Be glad and great, O love whose love slays

Thy fervent flower made fruitful from the sun Shall drop its golden seed in the world's way, That all men thereof nourished shall praise thee For grain and flower and fruit of works well

done. Till thy shed seed, O shining sunflower,

Bring forth such such growth of the world's garden-bed As like the sun shall outlive age and death.

And yet I would thine heart had heed of her Who loves thee alive; but not till she be dead. Come, love, then, quickly, and take her utmost breath.

Song, speak, for me who am dumb as are the dead; From my sad bed of tears I send forth thee,

To fly all day from sun's birth to sun's death Down the sun's way after the flying sun, For love of her that gave thee wings and breath.

Ere day be done, to seek the sunflower, VICHY, 29 Juillet, 1869.

BASE BALL.

The Great Chicago Nine a Fizzle-A Lamen-tation.

Chicago is convulsed to its depths by the delays and disappointments which have attended the organization of its much-talked-of base-ball club. The matter appears to have been badly managed, and the Tribune has opened its guns

on the laggards. That paper says: -It now seems that the project of organizing a first-class base ball club in Chicago for the year 1870 is a total failure. Indeed, that such is the fact scarcely admits of a doubt. Unpleasant and humiliating though it may be to admit that Chicago can fail in anything she undertakes, the admission is due, as is also the announcement, to such of our citizens as have interested themselves in the matter, and have counted upon great things in that connection. We are not to have a first-class base ball club. That is the long and short of it. The thing has fizzled. Today, over three months after the preliminary organization was effected, the famous Chicago nine, which was to have beaten the "Red Stock ings" in particular and the world in general, consists of two players! One of these is firstclass; the other doubtful. During these thirteen weeks the cream of the professionals, which Chicago might have had but for a series of miserable blunders, have been absorbed into other clubs, so that, out of the total number of disengaged players in the United States at the present time, it would be impossible to select a strictly first-class nine. The cause is—bunging inefficiency on the part of those who have had the management of matters. The prospect was anspicious in the beginning. There was no lack of moral and pecuniary support. All that remained to be done was the exercise of a little prompt, energetic, discreet activity. Unfortu-nately, a majority of the organizers were not up to this sort of thing. Instead of proceeding at once to attend to the matter by the selection and formal engagement of a nine, these bunglers allowed the days, and weeks, and months to slip by, doing many things which they ought not to have done, and leaving undone many things which they ought to have done. Scores of desirable players throughout the country applied for engagement, but delay after delay ensued; slates made upon one day were smashed the next; everybody was attending to the duties of somebody else and neglecting his own; unauthorized

club may, and probably will, be selected and announced within the next few weeks; but it will not be the nine which might have been secured, nor will it be a nine capable of worsting all other clubs. The club, judging from present indications will be under the absolute control of a well-known sporting man of this city, who will thus be enabled to wield a power of considerable pecuniary advantage to himself and friends, should he see fit to use it to that end. From the fact that he is not in the habit of turning his back upon favorable opportunities of this kind, it may be safely predicted that the "Base Ball Ring" will be added to his list of distinctions in that line. Whatever the nine may prove to be in point of efficiency, and however much or little credit it may be able to reflect upon Chicago, it is to be regretted, for the credit of base ball, which has not hitherto sunk to the questionable level of some other sporting matters, that its reputation must, to so great an extent, be governed by circumstances wholly beyond its control. Such seem to be the settled probabilities with reference to the matter.

and untrustworthy parties were admitted to the inner workings of the affair, so that steps which

should have been discreetly kept secret for a time were divulged and published broadcast, thus altogether frustrating important plans; un-

warrantable authority was individually assumed,

recoverably in direct, contravention to legitimate

and deliberate resolves upon the part of the

organization itself-in short, everything was done precisely as it should not have been done,

and the result is a total failure. A base-ball

-Monroe, Mich., has had its case of breach of promise to marry, the fair plaintiff of fifty-seven suing a youth of twenty, who promised to marry her if she would buy him a suit of clothes. The suit had the desired effect, and they were mar-ried by the Justice before whom the case was brought, the bride excusing her importunity by

saying she wanted some one to saw her wood. -A young man who was sued for breach of promise in Birmingham, Pa., on Saturday, said in justification that the would-be bride was a Methodist, while he was a Lutheran. Equal to the emergency, the young lady announced her willingness to renounce her Methodism and attend the Lutheran Church, and he then being nothing loth, the two hearts now beat as one.

-Every day a dove visits a fruit stand in Boston, lights upon the shoulder of the attend ants, and is fed and petled.

TO ALL WANTING FARMS IN A LOCAL ity Exempt from Fevers and Lung Complaints. To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combiand its vicinity for a desirable and permanent home. A pamphlet of 84 pages now ready, containing a description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water powers, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, receipt of price, 50 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1439, New York, until 1st

of February, after that date at Aiken, S. C. [1173m

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1809. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street care, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesmut and Walnut streets cars run within one square of the Depot.

Steeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Pepot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. receive attention.

TRAINS LEAVE EPOT, VIZ. :--

Parkesburg Train. 5'30 P. M.
Cinchnati Express. 800 P. M.
Erie Mail and Pittsburg Express. 9'45 P. M.
Accommodation. 12'11 A. M.
Pacific Express. 12'08 night.
Erie Mail leaves daily, except Sunday, running on Eile Mail and Pittsburg Express. 945 F. M. Accommodation. 12*11 A. M. Pacific Express. 12:08 night. Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Saturday. All other trains daily, except Saturday.

cept Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116

 Market street.
 TRAINS ARRIVE AT DEPOT, VIZ.;

 Cincinnati Express.
 310 A. M.

 Philadelphia Express.
 620 A. M.

 Erie Mail.
 630 A. M.

 Paoli Accommodation, 8-20 A. M., 340 and 6-25 P. M.
 9-10 A. M.

 Parkesburg Train.
 9-40 A. M.

 Fast Line.
 9-40 A. M.

 Lancaster Train.
 12-55 P. M.

 Erie Express.
 12-75 P. M.
 Pacific Express. 7-90 P. M.
Pacific Express. 4-25 P. M.
Harrisburg Accommodation. 9-50 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK; Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken

by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:— Way Mail Train at 8:20 A. M. (Sundays excepted

Way Mail Train at 8:40 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisheld and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:99 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Gaily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 6:30 and 8:18 A. M., 1:30, 4:15.

Leave Wilmington 630 and 846 A. M., 130, 445, and 740 P. M. The 840 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 620 A. M. and 445 P. M., will connect at Lamokin Junction with the 740 A. M. and 438 P. M. trains for Baltimore Central Railroad.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 9-35 A. M., Express; 2-35 P.
M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Per-

ryville, Charlestown, North-East, Elston, Newark Newport, Wilmington, Claymont, Linwood, and Chester. H. F. KENNEY, Superintendent,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Leave PHILADELPHIA for PORT DEPOSIT from

Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M. Avenue, at 7 A. M. and 430 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.
On Saturday the 2:25 P. M. train will leave at 4:30

P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

111 President and General Superintendent.

GREAT SOUTHERN MAIL

ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, AT-LANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, OHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at

721 OHESNUT Street,
Masonic Hall,
G. RENTON THOMPSON,
Gen. Agent for Philadelphi

SHIPPER'S QUIDE.

1870.

IMPORTANT TO SHIPPERS.

ALL RAIL FREIGHT LINE BETWEEN

Philadephia and the West, Via Baltimore and Ohio Route.

Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and Southwest will be transported, ALL RAIL. No change of cars between Philadelphia and Columbus,

Cipcinnati, Indianapolis, Chicago, or St. Louis. Special attention will be given to the prompt and rapid Bates furnished and Through Bills Lading given at the No. 44 South FIFTH Street.

Depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Cor. Washington Av. and Swanson St.

Freight received daily until 6 o'clock P. M., at the

Gen. Th. Frt. Agt. P. W. & B. R. R. Co. JAMES C. WILSON, Agent Baltimore and Ohio R. R. Co. N. B .- On and after MONDAY, January 10, the rates to all points via Baltimore and Ohio route will be the same via Canal to Baltimore as by the Rail line. 18 Imrp

STOVES, RANGES, ETO.

THOMSON'S LONDON KITCHENE or RUROPEAN RANGE for families, hotels, countries of RUROPEAN RANGE for families, hotels, countries of the public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Fu naces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers, SHARPE & THOMSON, No. 225 N. SECOND Street.

STEVENSON, BRO., & CO. OILS. No. 132 S. SECOND Street.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennaylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Of Passenger Trains, December 20, 1869.

Leaving the Company's depot at Thirteenta and Callowing the Company's depot at Thirteenta and Callowing Interests, Philadelphia, at the following hours:—MORNING ACCOMMODATION.

At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pineprove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falis, Buffaio, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

The 7:30 A. M. train connects at READING with

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON ENPRESS.

Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M., and Reading at 7:30

Leaves Pottsville at 540 A. M. and Reading at 750 A. M., stopping at all way stations; arrives in Philadelphia at 1020 A. M.

Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 950 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:05
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia
delphia at 6:45 P. M. deiphie at 6:45 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, teaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottaville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:26 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-35 and 5-15 P. M.

PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville, COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc. ore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 5:25 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 14:30 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. Trains, at reduced rates.

The following tickets are obtainable only at the

office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 50 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at retwelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Phäadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTRENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11.00 A. M.,
2.30 P. M., 4.15 P. M., 4.40 P. M., 6.15 and 11.30 P. M.
Leave West Chester from Depot, on East Market
street, at 6.25 A. M., 8.00 A. M., 7.45 A. M., 10.45 A.
M., 1.55 P. M., 4.50 P. M., and 6.55 P. M.
Train leaving West Chester at 8.00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4.40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving sengers to or from stations between these chasters and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at C. Junction.
The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

arrival. Leave Philadelphia for West Chester at 8-30 A. M. and 2-00 P. M. Leave West Chester for Philadelphia at 755 A. M. and 400 P. M. WILLIAM C. WHEELER, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE,
On and after MONDAY, Nov. 15, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West

arrives at Erie... 8-20 P. M.
ERIE EXPRESS leaves Philadelphia... 11-40 A. M.
Williamsport... 9-00 P. M.
arrives at Erie... 10-00 A. M.
ELMIRA MAIL leaves Philadelphia... 7-50 A. M.
Williamsport... 6-00 P. M.
arrives at Lock Haven... 7-20 P. M.

Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

PRODUCE COMMISSION MERCHANTS, No. 50 AORTH WHARVES

1869. FOR NEW YORK.—THE CAMDENton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to
New York and Way Places.
FROM WALNUT STEERE WHARF.
At 6-30 A. M., via Camden and Amboy Accom... \$2-25
At 8 A. M., via Camden and Amboy Express.... 3-00
At 9 P. M., via Camden and Amboy Express.... 3-00
At 6 P. M., for Amboy and intermediate stations.
At 6-30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and
points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for
Trenton.

NUMBER TO THE OWN

RAILROAD LINES.

Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 8:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, tupper side.)

(upper side).

At 7:30 A. M., 2:30, 2:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations. PROM WEST PHILADELPHIA DEPOT.

At 7, 9:30 and 11 A. M., 1 20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M., for Trenton. At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE HAILHOAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethiehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHTSTOWN RAIL-ROADS,
FROM MARRET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mouat Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and Mediord.
At 7 and 10 A. M. 1, 3:30, and 5 P. M. for Mediord.
At 7 and 10 A. M., 1, 3°30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3°30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M.,
1, 2, 3\(\frac{1}{2}\), 3\(\frac{1}{2}\), 4.95, 4.25, 5.5\(\frac{1}{2}\), 6.6\(\frac{1}{2}\), 7, 8, 9-20, 10, 11, 12
P. M. Leave Germantown at 6, 6-55, 736, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 436, 5, 536, 6, 6, 7, 8, 9, 10, 11 P. M. F. M. The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS,
Leave Philadelphia at 915 A. M., 2, 4-95, 7, and 10 M

P. M. Leave Germantown at 8.15 A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 920, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 940, 11:40 A. M., 1:40, 3%, 5:40, 6:48, 8:40, and 10:40 P. M.

ON SUNDAYS,

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 1:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 5, 756, 9, and 11:05 A. M., 1:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 5, 736, 9, and 11 05 A.M., 136,
3, 4, 45, 556, 656, 8 05, 10 05, and 11 5, P. M.
Leave Norristown at 540, 625, 7, 736, 8 50, and 11
A.M., 136, 3, 456, 636, 8, and 93/P. M.
The 75/A.M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's lane,
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Manayunk at 6:10, 6:55, 7½, 8:10, 9:20, and 11½ A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 24, 4, and 74 P. M., Leave Manayunk at 74 A. M., 15, 6, and 95 P. M., PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 5% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF

CANADA.
WINTER ARRANGEMENT.
Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allentown,
Manch Chunk, Hazleton, Williamsport, Williams CANADA.

At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads. At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 5 00 P. M. for Bethlehem, Easton, Allentown,

For Doylestown at S 45 A. M., 2 45 and 4 15 P. M. For Fort Washington at 7 30 and 10 45 A. M., and 11:30 P. M.
For Abington at 1:15, 5:20, and S. P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

and Mauch Chunk.

Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2·15, 4·40, and 8·25 P.M.

From Doylestown at 8·35 A. M., 4·30 and 7·05 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 9·25, 10·35 A. M., and

From Abington at 2:35, 6:45, and 9:20 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS,
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper

Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.
3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3-30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-30 P. M., Woodbury and Glassboro accommoda-

tion.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)

Leave Philadelphia, 815 A. M.
Leave Cape May, 1:10 P. M.
WM. J. SEWELL, Superintendent.
September 16, 1869

A LEXANDER G. CATTELL& CO No. 27 NORTH WATER STREET,
PHILADELPHIA
ALEXANDER G CATTELL

AUGTION SALES.

M. S. FOURTH STERRET. NOS. 189 AND 141 FALR OF REAL ESTATE AND STOCKS, Suary 25, at 12 o'clock Boon, at the Exchange

WILDER, No. 527 - Brick Dwelling. TENTH and WHARTON, S. W. corner Store and Owelling.
TENTH, below Wharton—Desirable Dwelling.
WHARTON, west of Tenth—Two genteel Dwell. NEW CASTLE CO., Del., Christians Elegant Coun-KAIGHA'S POINT, N. J., No. 108 Mechanic atrest-country, Steam Engine, Machinery, Tools, and Fix-

TENTH and FEDERAL, N. W. corner Stores and

NINTEENTH (South), No. 916—Genteel Dwelling.
ARCH, No. 3115—Modern Residence.
SIXTH, south of Watking—Genteel Dwelling.
BARING, No. 3106—Genteel Dwelling.
ELLSWORTH, west of Twenty-first—Eight Brick wellings, BLEVENTH (North), No. 997—Store and Dwelling, BLEVENTH and OLIVE, S. E. corner—Two Building

ots. FRONT, north of Diamond—8 Building Lots. THIRTY-SEVENTH (North), No. 5, 7, and II—Genteel THIRTY SEVENTH (North), No. 5, 7, and II—Genteel Dweilings.
CAMDEN, N. J.—Lots, Broadway, Clinton, Sixth, Royden, Pine, Frankin, and Seventh streets. See plans.
GROUND RENT, 846 a year.
400 shares Philada, and Carnoano Sulphur Mining.
IV shares Seventh National Bank.
44 shares Chesnut and Walnut Streets P. R. W. Co.
150 shares Chinton Coal and Iron Oo.
150 shares Keystone Zine Co.
150 shares Reverth Reen and Coal Co.
150 shares Third National Bank.
110 shares Third National Bank.
110 shares Ample Dale Coal Co.
153 shares Third National Bank.
15 shares Third National Bank.
16 shares Academy of Music, with tucket.
18 shares Academy of Music, with tucket.
18 shares Ample The Co.
150 shares Ample Co.
150 shares Ample Co.
150 shares Ample Co.
151 shares Ample Co.
152 shares Ample Co.
153 shares Ample Co.
154 shares Ample Co.
155 shares Ample Co.
155 shares Ample Co.
156 shares Ample Co.
157 shares Ample Co.
158 shares Ample Co.
158 shares Ample Co.
159 shares Ample Co.
150 shares Ample Co.
150 shares Ample Co.
150 shares Ample Co.
150 shares Ample Co.
151 shares Camiden and Gloucester Tampike.

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom etroet;

Sale at No. 1110 Chesnut street.

LARCE STOCK OF ELEGANT SHEFFIELD SILVER PLATED WARE, PEARL AND IVORY HANDLE TABLE CUTLERY, BOHRMIAN GLASS VASES, ITALIAN MARBLE VASES, CARD RECRIVERS, TAZZAS, GROUPS, ETC.

At 10% o'clock, at the suction store, No. 1110 Chesnut street, will be sold, a complete assertment of fine Sheffield Plated Ware from JOSEPH DEAKIN & SON'S manufactory. Also, a full assortment of pearl and twory handle table cutlery of the finest quality.

ITALIAN MARBLE VASES.—Also, an assortment of marble vases, card receivers, etc. marble vases, card receivers, etc.

EV-NING SALE.—The sale will be continued in the

ASSIGNEE'S SALE.

Sale at No. 1014 Wainut street.

HANDSOME HOUSEHOLD FURNITURE, ELE.
CANT MANTEL AND PIER MIRRORS, Richt
BRUSSFLS AND OTHER CARPETS, SEWING
MACHINES, STORE FIXTURES, ETC.

On Wednesday Morning.
Jan. 26, at 10 o'clock, at No. 1014 Wainut street, will be sold, by order of the Assignee, the household furniture, comprising. Brussels and other carpets; 2 French plate mantel mirrors, wainut frames; 2 French plate pier mirrors, wainut frames; rich parlor furniture, hair cloth; wainut etagere, mirror back; wainut centre tables, marble tops; bookeases; sideboard, marble top; extension dining table; walnut chamber furniture; wardrobes; hair mattresses; beds; bedding; China; glassware; framed engravings; kitchen furniture; oil cloth; refrigerator, etc.
Also, one buttonhole and sewing machine, made by Grover & Baker.

Also, the substantial streets of the sewing machine, made by Grover & Baker.

STORE FIXTURE'S.

Also, 2 walnut cases of drawers, 2 wall cases, sash doors, large cutting tables, etc.

Catalogues can be had at the auction store on Tues. day.

The furniture can be examined early on the morning of

day.
The furniture can be examined early on the morning of

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmon for M. Thomas & Sons.)
No. 529 OHESNUT Street, rear entrance from Minor. Sale at No. 51 N. Ninth street.

STOCK OF A RETAIL STATIONER MOROGOO
GOODS, PLATE GLASS SHOW-CASE, SHELVING,
COUNTERS, LEASK OF STORE, ETC.,
On Tuesday Morning,
Jan. 25, at 10 o'clock, at No. 51 N. Ninth st. 1 22 22

Sale at the Auction Rooms.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
ELEGANT MIRBORS, FIRE PROOF SAFES,
CHINA AND GLASSWARE, ELEGANT PARLOR
AND CHAMBER SUITS, BRUSSELS AND INGRAIN CARPETS, DESKS AND OFFICE FURNITURE, ELEGANT SIDEBOARDS, EXTENSION
TABLES, ETC.
On Wednesday Morning,
January 26, at 10 o'clock, at the auction rooms, by catalogue, a large and very excellent assortment of new and
second-band bousehold furniture, etc.

124 2t

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myors & Co.

OPENING SPRING SALE OF 2000 CASES BOOTS, SHOKS, HATS, ETC. SHORS, HATS, ETC.
On Tuesday moraing,
February 1, at 10 o'clock, on four months' cradit, including men's, boys', and youths' call, kip, and buil leather boots: fine grain long leg dress boots, Congress boots and balmorals; kip, buff, and polish grain brogans; women's, misses', and children's geat, morocco, kid, and enamelled balmorals: Congress gaiters; lace boots, lasting gaiters, ankletice, travelling bags, metallic overshoes, etc.

A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwellings.

Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.— A superior class of Furniture at private sale.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHESNUT Street, (Girard Row). C. D. McCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, (11 24 5
No. 250 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

I PPINCOTT, SON & CO., AUCTIONEERS, GROCERIES AND PROVISIONS. DAVIS' CELEBRATED HAMS.

JUST RECEIVED. ALBERT C. ROBERTS, Dealer in Fine Groceries,

Corner ELEVENTH and VINE Streets.

MICHAEL MEAGHER & CO. No. 223 South SIXTEENTH Street, Wholesale and Retail Dealers in

OYSTERS, AND SAND CLAMS, FOR FAMILY USE. TERRAPINS \$16 PER DOZEN. 234

HARDING'S EDITIONS

THE HOLY BIBLE. FAMILY, PULPIT, AND PHOTOGRAPH BIBLES,

WEDDING AND BIRTHDAY PRESENTS. ALSO, PRESENTATION BIBLES FOR

CHURCHES, CLERGYMEN, SOCIETIES AND TEACHERS, ETC. New and superb assortment, bound in Rich Levant Turkey Morocco, Paneled and Ornamental Designs,

equal to the London and Oxford editions, at less than half their prices. No. 326 CHESNUT Street.

STRENGTH, BEAUTY, CHEAPNESS COMBINED! HARDING'S PATENT CHAIN-BACK PHOTOGRAPH ALBUMS.

For Wedding, Holiday, or Birthday Presents, these Albums are particularly adapted.

The book trade and dealers in fancy articles will find the most extensive assortment of Photograph Albums in the country, and superior to any heretofore made. For great strength, durability, and cheapness, Harding's Patent Chain-back Albums are unrivaled. Purchasers will find it greatly to their advantage to examine these new lines of goods before making up their orders for stock.

Also, a large and splendid assortment of new styles of Photograph Albums made in the usual meaner. No. 326 CHRSNUT Street,